

The Hongkong Telegraph.

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NEW SERIES No. 8581

三月廿九日

THURSDAY, APRIL 27, 1911.

四月廿七日

EST. PER ACT OF
Statute Copy 10 Cents

SPECIAL TELEGRAMS.

LORD KITCHENER.

TAKES HIS SEAT IN THE HOUSE OF LORDS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

Lord Kitchener has taken his seat in the House of Lords.

Lords Morley and Milner introduced him.

HOME SPORT.

THE CUP FINAL.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

The replayed football final was brought off to-day before a huge crowd, and the result was as follows:

Bradford, one goal.

Newcastle, nil.

This was the score at half time, and no change had been made when the whistle sounded.

HOME RACING.

TWO THOUSAND GUINEAS RACE.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

The result of the Two Thousand Guineas race was as follows:

1 Sunstar.

2 Steadfast.

3 Lycaon.

THE DOVERIDGE HANDICAP.

Catnail, Mr. L. de Rothschild, 4 yrs 8st 11lb. Trigg 1

Protestant Boy, Lord Londonderry, 4 yrs. 7st 4lb.... Fox 2

Rathien, Mr. T. Nolan, 6 yrs, 8st 8lb.... Higgs 3

THE DERBYSHIRE PLATE.

Victory, Mr. A. Stedall, 5 yrs, 6st 13lb.... Evans 1

Vastern, Mr. R. Buckworth, 4 yrs, 7st.... Bee, 2

Game Fowler, Mr. J. Whelan, 6 yrs, 8st 2lb Trigg 3

Telbedde, Capt. Herbert, 5 yrs, 8st 9lb.... 0

(Winner trained by A. Sadler at Newmarket.)

Starting Prices:

11 to 10 on Victory.

6 to 1 against Vastern.

11 to 2 on Game Fowler.

Won by four lengths; a neck between second and third.

NEWMARKET CRAVEN MEETING.

THE BABRAHAM PLATE.

Facet, Mr. L. de Rothschild, 4 yrs, 7st 8lb... Trigg 1

Kilbroney, Lord St Davids, 4 yrs, 7st 9lb. Keeble 2

Esperanto, Mr. E. Tanner, 5 yrs, 8st 3lb... Higgs 3

"The Asian."

REUTER'S TELEGRAMS.

AMERICA AND JAPAN.

THE DOMINATION OF THE PACIFIC.

REUTER'S SERVICE TO THE TELEGRAPH.

Bombay, April 27, 7.20 a.m.

At the banquet of the American Asiatic Society, held in New York, Mr. Knox, Secretary of State, and Baron Uchida dwelt on the Japan-American harmony now existing.

President Taft wrote saying that the recently negotiated treaty shows the friendship is so strong that they can well afford to regard

with complaisance the mischievous and malicious rumours which utterly lacked foundation.

Baron Uchida said that Japan would never go to war unless she was forced. Japan's ambition was not to see the Japanese flag dominate the Pacific, but it should be hung over the ocean, and mingled with the splendours of the Stars and Stripes should be the sun flag of Japan.

MOROCCO AGAIN.

A GERMAN'S THREAT.

REUTER'S SERVICE TO THE TELEGRAPH.

Bombay, April 26, 2.10 p.m.

Herr Pangermann, writing in the "Rheinische Westfaelische Zeitung," says that if France seriously resists the demand of Germany for the partition of

Morocco, she will have to bear the responsibility if war should take place between Germany and France.

FIGHTING IN ALBANIA.

TURKISH REVERSE.

REUTER'S SERVICE TO THE TELEGRAPH.

Bombay, April 26, 2.10 p.m.

Telegrams from Vienna state that the Turkish troops in Albania have suffered a severe defeat by a tribe on the heights East of Tusi.

According to the official account several detachments were surrounded and two companies sent from Tusi were ambushed and lost twelve killed and many wounded.

CHINESE TELEGRAMS.

ANOTHER ACUTE SITUATION.

TROOPS DISPATCHED TO EASTERN PROVINCES.

The newly appointed Viceroy of the Three Eastern Provinces has requested the Throne to dispatch several divisions of troops to the Eastern Provinces, as the Japanese soldiers have been provoking the Chinese for an encounter, and the Chinese soldiers stationed in the Eastern Provinces are not sufficiently strong to cope with the situation.

An Imperial decree has been issued complying with the Viceroy's request.

Recent Conflicts.

("SHUNG PO" SERVICE)

Peking, April 26.

The Board of Foreign Affairs has telegraphed to the Chinese Diplomatic Commissioner at Feng-tien, in Manchuria to investigate the recent conflicts between the Chinese police and the Japanese soldiers.

Viceroy Congratulated.

("SHUNG PO" SERVICE)

Peking, April 26.

A number of officials called on the newly appointed Viceroy of the Three Eastern Provinces and offered him congratulations. The Viceroy said that the Eastern Provinces are in a critical situation, and they ought not to come to congratulate him. His demeanour was very touching.

Japanese Troops Increased.

("SHUNG PO" SERVICE)

Peking, April 26.

On hearing the news that the Japanese have increased the number of soldiers stationed in Manchuria, the Prince Regent is very anxious.

Yesterday the Prince Regent received in audience the Chinese

CHINESE TELEGRAMS.

AMERICAN NEWS.

[IWA MANILA.]

Washington, April 22.—At the instance of Speaker Osmena of the Philippine Assembly, Resident Commissioner Manuel Quezon has tendered an invitation to Speaker Champ Clark, Representative Oscar Underwood, chairman of the ways and means committee, and floor leader of the majority, and several other democrats prominent in the new Congress, to visit the Philippines Islands in a body after the adjournment of the present session. No announcement has been made as to whether or not the invitation of the commissioner will be accepted, although it is generally conceded that the new congress will take an active interest in Philippine matters, and will probably send a delegation to the islands in the near future.

Minister's Return to Japan.

[IWA MANILA.]

Peking, April 26.

The return of the Chinese Minister to Japan has created a great interest among the Foreign Ministers in Peking, and they are trying to find out the object of his return.

BRITISH TROOPS ADVANCE.

[IWA MANILA.]

Peking, April 26.

The Viceroy of Sze-chuan has telegraphed to Peking stating that the British troops have advanced to Patong, in Sze-chuan, and he asked for instructions.

ROUND THE WORLD FOR A BET.

BETTER GUNS USED.

[IWA MANILA.]

Peking, April 26.

The President of the Army Board has issued a general instruction to have all the latest quick-firing guns fitted in all the important forts and posts in China.

PEKING AMENITIES.

[IWA MANILA.]

Peking, April 26.

The wife of the American Minister in Peking will give a dinner party in honour of the wife of the Prince Regent.

Last night, at a concert at the Y.M.C.A., His Excellency the Governor presented prizes to the winners of a billiard handicap run in connection with that institution. The recipients were:

1. Mr. B. C. Barlow; 2. Mr. A. T. Hamilton; 3. Mr. A. Watson.

INDIAN NEWS.

[IWA MANILA.]

During the week ending March 25th, 15,251 seizures and 20,380 deaths from plague in India were reported.

Karachi, March 30th.—During the week ending the 27th instant six thousand five hundred and ninety-eight cwt. of wheat were exported from Karachi, bringing the total export since January 1st up to thirty-seven lakh seventy-nine thousand three hundred and eleven cwt. as against nineteen lakh thirty-three thousand eight hundred and sixty cwt. during the corresponding period of 1910.

Karachi, March 30th.—The freight market during the week has been steady and rates have recovered the drop of 6d. advised last week. About 8,500 tons have been booked on the berth during the week and a line of 5,000 tons for Antwerp was arranged in London at 1s. 6d. per ton shipment.

Of course, we went to war in the forties because China, being a whole-hog Protectionist, refused to trade with foreigners.

Bombay, March 30th.—Orders have been received from Whitehall for the despatch of an expedition from India to the Persian Gulf to suppress the gun-running traffic. In Bombay the utmost activity prevails, both in the Government Dockyard and at the Brigade Headquarters.

Bombay, April 5th.—Mr. Sidney R. Thomas, a European aged thirty-six years, residing in a boarding house at Byculla committed suicide by shooting himself with a Browning pistol at about three this morning. He was found dead in an arm chair in his room with a wound on the forehead. Mr. Malone, who was staying in the house said that he found two letters addressed to him by the deceased, one dated March 28th and the other April 4th. In the former the deceased committed suicide by shooting himself while temporarily insane. It was stated at the inquest that the accused used to drink at times and had been behaving strangely. The man's wife is in England.

In the Chief Court, of Lower Burma, a divorce suit has been preferred by Mrs. Florence Isabel Masson (late of the Bandmann Opera Company) against her husband Mr. Michael Masson. The Mexican government has taken the demand under advisement.

Bombay, March 30th.—The following official communication was published to-day:—It is understood that His Majesty the King Emperor will reach Bombay on December 2nd and will leave on the evening of the 4th instant.

PHILHARMONIC CONCERT.

The following is the programme of the Philharmonic Concert to be given in the City Hall to-morrow evening at 9.15 p.m.:—Part 1. Liebestraum, F. von Flon, the orchestra; song, "Le baiser," Goring Thomas, Mrs. Schofield; allegro (Sonata for violin and piano), Cesare Franck, Mr. Timmerscheidt and Mr. Danneberg; duett, "Nocturno," Chaminade, Dr. and Mrs. Schofield; presto and finale for piano and orchestra, Mendelssohn, Mr. Denman Fuller.

Part 2. Cantata, "The ancient Mariner," Barnett, soloists, Mrs. Steiner, Mrs. Goldsmith, Mr. S. Moore, Mr. F. Austin, chorus and orchestra of 80 performers.

The booking plan is to be seen at Messrs. Lano and Crawford's.

POLICE COURT.

Two post-men, Nos. 22 and 41, were charged this morning with behaving in an indecent manner in Cochrane Street and using abusive language.

P. C. Healy was prosecuted while Mr. J. H. Gardiner defended.

The cases were remanded till Monday afternoon, at 2.15 p.m.

MISSIONARIES IN CHINA.

The "Daily Telegraph" correspondent at St. Petersburg, dealing with the Russo-Chinese difficulty, says:

This tea trade dispute appears superlatively petty, and would be so were it only what it seems but the fact is that it signifies revival of the system of native monopolies, which in the forties of last century almost drove foreign commerce out of China. And the Russian Government possesses adequate evidence for affirming that other trade monopolies are now in process of formation, so that unless the abuse is uprooted at the outset it will spread to the detriment of all foreign nations.

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The "Morning Post's" religious principles seem to be on a par with its economic. What sickening hypocrisy! A journal that wants free trade within our Empire and the foreigner shut out by tariffs condemns the heathen but protectionist Chinese for the same desire!

I suppose if the Chinese said he would put a duty of a million per cent. on foreign goods the "Morning Post" would hail him as a convert to Christianity.

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000.
RESERVE FUND \$1,500,000 at 2%..... 15,000,000
Silver 15,000,000
RESERVE LIABILITY OF PRO. \$15,000,000
PHILOMOS \$15,000,000

COUNCIL OF DIRECTORS:
Hon. Mr. Henry Kewick — Chairman
G. H. Medhurst, Esq. — Deputy Chairman
F. H. Armstrong, Esq. — C.R. Longman, Esq.
G. Baloch, Esq. — F. Lieb, Esq.
A. Forbes, Esq. — E. Shillito, Esq.
G. Friesland, Esq. — H. S. Shean, Esq.
O. S. Gubbay, Esq. — H. A. Sibley, Esq.
CHIEF MANAGER:
Hongkong — N. J. STABB.
MANAGER:
Shanghai — H. E. H. HUNTER.

LONDON BANKERS — LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG — INTEREST ALLOWED On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3½ per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4½ per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer their savings of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on

FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE — LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,000,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3½ per cent.

For 12 months, 3½ per cent.

W. M. DICKSON,

W. M. DICKSON,

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUND ... 16,850,000

Head Office — YOKOHAMA.

Branches and Agencies

TOKIO. HANKOW.

KOBE. TIENTSIN.

OSAKA. PEKIN.

NAGASAKI. NEWCHWANG.

LONDON. DALNY.

LYONS. PORT ARTHUR.

NEW YORK. ANTUNG.

SAN FRANCISCO LIAOYANG.

HONOLULU. MUKDEN.

BOMBAY. TIE-LING.

SHANGHAI. CHANG-CHUN.

HONGKONG — INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:

For 12 months 4 per cent. p.a.

" 0 " 3½ " "

" 1 " 2½ " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 13th March, 1911. [18]

WM. POWELL,
LIMITED.

GENTS' OUTFITTERS.

EVERYTHING FOR

GENTS' WEAR.

ARRIVAL OF

New

Summer

Goods

PRICES VERY MODERATE.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 " 3½ " "

For 3 " 3 " "

GEO. HOGG,

Manager.

No. 9 Queen's Road Central.

Hongkong, 20th Feb., 1911. [19]

Banks

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY

PAID-UP..... Sh. Total 7,500,000

1 MAP OFFICE — SHANGHAI.

BOARD OF DIRECTORS — BERLIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Hankow.

Kobe. Peking. Singapore. Tianjin.

Tsinan. Tsing-tau. Yokohama.

LONDON BANKERS:

MONS. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON

AGENCY.

DIRECTION DES DISCONTOS GENERAUX.

INTEREST allowed on Current

Account which may be levied on application.

Every description of Banking and

Exchange business transacted.

R. TISCHERSHEIDT,

Manager.

Hongkong, 16th Mar., 1911. [2]

INTEREST allowed on Current

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Account which may be levied on application.

Every description of Banking and

CANTON AND OPIUM.

INCREASED DUTIES EXPECTED.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, April 26.

In view of Canton being a maritime province, His Excellency the Canton Viceroy has considered it important to introduce some measures by which the trade in opium can be diminished, and success in the campaign against this drug can be attained. His Excellency has, in accordance with arrangements made for a gradual decrease in the import of foreign opium every year, made a return of the foreign opium imported into Canton this year, and suggested some restrictive measures in a despatch to the Board of Foreign Affairs for enforcement. Although the suggested restrictions to be placed on the trade of opium have not been made known, a rumour has it that the import duty on this drug will be considerably increased. Ever since last Saturday, the firms dealing in opium at your end, have been shipping many chests of this drug to Canton, Swatow, Amoy and Shanghai, from Hongkong. It is generally supposed that the influx of such a big quantity into the ports has been caused by the credence placed in the rumour about the increase in the import duty on foreign opium.

ARMY ESTIMATES FOR THE FAR EAST.

We give below a few facts as to the votes for the Far East, so far as they appear on the face of the Army Estimates for the year ending March 31, 1912:

New Works &c.—Kowloon (Hongkong): There is a vote of £3,900 for Whitfield Camp, replace mat sheds by permanent buildings. Further amount required to complete, £600.

General Summary (South China).—Estimated regimental forces in the command, 1,274. Vote 1 (pay, &c., of general staff, regiments, and departments), £164,990. Vote 2: Medical establishment and medicines, £6,500. Vote 5: Educational establishments, £850. Vote 6: Lodging, stable, and field allowances, hire of buildings, and barrack services, £10,360; conveyance of troops and stores, except by sea, £2,100; Army Service Corps subordinates and crews of vessels, £4,470; purchase of remounts, £70. Vote 7: Provisions, forage, fuel and light, Colonial allowances, &c., £54,910; clothing, £16,750. Vote 8: Wages, Army Ordnance Department, £3,700. Vote 10: Engineers Services, &c., £4,368; works and buildings, £20,350; land purchases and rents payable, £170; gross total, £23,888. Deduct rents receivable, &c., £450; net total, £23,438. Vote 11: Miscellaneous Services, £2,620. Total estimated expenditure, £297,400. Military contribution by Local Government to Army Funds, £18,000 (£11,000).

CHINA SQUADRON.

The Admiralty is credited with the intention of despatching to the Far East the Defence, one of the last batch of pre-Dreadnought armoured ships, built for the British Navy. She is a sister ship of the Minotaur at present serving as flagship of Vice-Admiral Sir A. B. Winsloe, Commander-in-Chief in these waters. It has to be remembered that no adequate substitute has been sent to the Far East to replace the armoured cruiser Bedford. It is true the Newcastle was despatched, but this vessel could not compare with the former in either armour or guns. The China Fleet stands in need of such an acquisition, and we hope the rumour may prove true that another ship of the class will before long follow in her wake.—"L. & C. Express."

L. A. Peris Singho, the Ceylon constable charged with the murder of Mr. P. A. W. Mainwaring, Assistant Superintendent of Police, on March 10, has been sentenced to death. The judge, before passing sentence of death, inquired whether the accused had any cause to show. Prisoner: What cause have I to show? Because I killed a white man all the big men have joined together and suppressed the truth. What can I do?

HISTORY OF HONGKONG.

INTERESTING BROCHURE ISSUED BY THE GOVERNMENT.

We have received from the Colonial Secretary an interesting brochure entitled "The Historical and Statistical Abstract of the Colony of Hongkong," which briefly summarizes its history from the administration of Captain Charles Elliot, R.N., in 1841, to the present day. Two profiles appear, one by Sir Matthew Nathan, ex-governor and the other by His Excellency the present Governor. The latter tells us that it has been decided that the history, being most useful for reference, will be printed as a separate publication once in every ten years. (Captain Elliot took the island of Hongkong, as chief superintendent of trade of British subjects in China, on January 26, 1841. Three days later he issued a proclamation declaring that the Chinese, within the Colony, should be governed according to the law of China. He promised freedom to perform religious rites, social customs and private rites. The first substantial house and godown was erected in March at East Point by Messrs. Jardine, Matheson & Co. The military and naval establishments were located at West Point while the merchants' settlement was at Wong Nau Chong Valley. This however, proved unhealthy. The Chinese settled where now stands the Central Market.) Shortly after two thousand Ton-Ka, or boat people, became residents in the colony, and in the same year Hongkong was declared a free port. The first sale of land also took place about this time, consisting of 33 lots aggregating about nine acres. The total annual rent amounted to £3,032 per annum. The same year was marked by a terrible outbreak of malignant fever, violent typhoons and destructive fires, all of which greatly retarded the progress of the Colony.

In the following year Sir H. Pottinger became administrator and the treaty of Nanking was signed, and a post office organized. The first newspaper also appeared in the shape of the "Friend of China," while the central market was opened in the same twelve months.

Fever in 1843 was very bad; more than 10 per cent of the Europeans died, land jobbing scandals were very prevalent at the end of the year. There were twelve large English firms, ten smaller ones, and six Indian firms in the Colony. In the following year the Supreme Court was opened, and the police force organized, while the first opium ordinance was passed. The first sitting of the Legislative Council also took place in this year.

Little occurred in the next year 1846, save the quarrel between the judicial and executive branches of the government, which the following year culminated in the trial of the Chief Justice by the Executive Council. Public establishments were greatly reduced in 1848 and all public works were stopped owing to absence of money. There was also an enormous emigration of coolies to America owing to the opening up of the goldfields at Sacramento. In 1849 the P. and O. first ran regular steam ships between Hongkong and Shanghai, the Victoria Regatta Club was formed and a bishopric of Victoria was created by letters patent. In the following year two unofficial members were nominated for the first time to the Legislative Council.

In 1852 the coining of the British dollar was first mooted. Exchange at six months sight in that year stood at 4s. 10d to £s.

Four hundred European residents in Hongkong were, in 1857, poisoned by arsenic which had been introduced in a bakery at the instance of Chinese officials. The utmost excitement prevailed in the Colony, owing to this incident, and a little while after Lord Elgin suspended Sir J. Bowring.

It was in 1862 that the volunteer corps was formed. It consisted of a battery of artillery, including some three pounders and 4.2 Howitzers.

A project to connect Canton and Hongkong by railway first saw light in 1865 but as we now know it fell through.

The following year brought a financial crisis to the Colony and many failures are to be noted. The year 1869 saw an improvement which led to the Messengers Maritimo and the Pacific Mail doubling the number of steamers going out of the port, and the institution of two new local steamship companies. In the same year the Duke of Edinburgh opened the City Hall.

During the ten years 1871 to 1871 the administration was busy issuing police ordinances and in the latter year the system of branding, deporting and flogging criminals was introduced into the Colony. The Hongkong and Shanghai Bank commenced issuing \$1 notes in 1872, and the West River was explored.

Down to 1877 the history of the Colony is more or less that of the public works department, which, during these years, carried out extensive schemes of improvement. In the same year the Governor Sir John Hennessy, advocated the abolition of branding and flogging, and Hongkong at the same time entered the postal union.

"Rickshaws" were first introduced in 1880, the Polo Club was commenced and the Hongkong Ice Company registered. Telegraphic communication was established with the Philippines.

The "Hongkong Telegraph" made its bow to the public in 1881 and in 1883 the Sanitary Board was first established.

Despite the Franco-Chinese War and the depredations of pirates, the history of Hongkong from then onwards was one of steady progress towards the position which she has now attained.

We would wish to give a fuller account of the administration from 1880 and 1881 to the present day, but the space at our disposal forbids. We can recommend our readers, who wish to gain a clear knowledge of Hongkong, to study this most interesting publication of the Government, who deserve our hearty congratulations for bringing out this work.

FRENCH PROTEST AGAINST FORTS.

IN YUNNAN AND KWEIFCHOW.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, April 26.

His Excellency the Canton Viceroy is in receipt of a telegraphic despatch from the Board of Foreign Affairs which says that the French Minister at Peking has lodged a protest with the Board against the construction of forts along the frontiers of Yunnan and Kwefchow Provinces by China, and begs that the work should be suspended, in order to preserve the relationship between China and France. The Board has refused the Minister's request, on the ground that China has perfect right to improve the fortifying facilities in her territories, and that the action cannot be considered as an injury to the friendship between her and France. Moreover, the action has been prompted by the occasional tumult of the native desperadoes, and by her main desire to maintain order and peace in the much disturbed borders of the two provinces. The Board asks His Excellency the Canton Viceroy to use similar wordings of the despatch in replying to the foreigners concerned, in case they may raise the question.

Nothing occurred in the next year 1846, save the quarrel between the judicial and executive branches of the government, which the following year culminated in the trial of the Chief Justice by the Executive Council. Public establishments were greatly reduced in 1848 and all public works were stopped owing to absence of money. There was also an enormous emigration of coolies to America owing to the opening up of the goldfields at Sacramento. In 1849 the P. and O. first ran regular steam ships between Hongkong and Shanghai, the Victoria Regatta Club was formed and a bishopric of Victoria was created by letters patent. In the following year two unofficial members were nominated for the first time to the Legislative Council.

In 1852 the coining of the British dollar was first mooted. Exchange at six months sight in that year stood at 4s. 10d to £s.

Four hundred European residents in Hongkong were, in 1857, poisoned by arsenic which had been introduced in a bakery at the instance of Chinese officials. The utmost excitement prevailed in the Colony, owing to this incident, and a little while after Lord Elgin suspended Sir J. Bowring.

It was in 1862 that the volunteer corps was formed. It consisted of a battery of artillery, including some three pounders and 4.2 Howitzers.

Intimations.

YOU WILL NOT

be deceived. That their are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be, The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to

purchase as flour, silk or cotton goods

from the mills of manufacturers with a

world-wide reputation. We could not

afford to exaggerate its qualities or mis-

represent it in the least; and it is not

necessary. It is palatable as honey and

contains the nutritive and curative pro-

portion of Pure Cod Liver Oil, extracted

by us from fresh cod livers; combined

with the Compound Syrup of Hypophos-

phite and the Extracts of Malt and Wild

Cherry; and how valuable such a blend-

ing of these important medicinal agents

must be is plain to everybody. It is

beyond price in Anemia, Insomnia, Weak-

ness and lack of Nervous Tone, Poor

Digestion, Wasting Diseases, La Grippe,

Lung Troubles, and Blood Impurities.

Science can furnish nothing better—

perhaps nothing so good. Dr. W. H.

Dalke, of Canada, says: "I have used it

in my practice and take pleasure in recom-

mending it as a valuable tonic and recon-

structive." It is a remedy that can afford

to appeal to its record and represents the

science and knowledge of bright and ag-

gressive medical investigation. Effective

from the first dose. You cannot be

disappointed in it." Like all good things

it is imitated. Sold by chemists through-

out the world.

3

THE CHINA-BORNEO CO., LIMITED.

NOTICE.

DURING my temporary absence

from the Colony Mr. HENRY

WILLIAM KENNETH will act as

Manager at Hongkong of the above

named Company.

THE CHINA-BORNEO CO., LTD.

NOTICE.

FIRST FLOOR of No. 8A, DES

VŒUX ROAD CENTRAL,

newly completed with Lift and Lava-

tories.

Apply to—

DAVID SASSOON & CO.

Hongkong, 22nd April, 1911. [109]

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be

held on SATURDAY, April

29th, at 7.45 p.m., in the Hongkong

Hotel. Members intending to

be present should notify the undersigned,

giving number of guests they intend to

invite.

H. L. O. GARRETT,

Hon. Sec.

(o/o Hongkong Club).

Hongkong, 21st April, 1911. [108]

FOR SALE.

A COMPLETE LITHOGRAPHIC

MACHINE, with a Cutting

Machine, Stones, &c. Only 9 months

in use.

For particulars call at

VIC. ATIENZA,

32, Casino Road.

Hongkong, 7th April, 1911. [108]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

昌記廣場

CABINET-MAKERS AND ART

DECORATORS,

from Shanghai, has re-opened the

FURNITURE STORE

at

No. 53, DES VŒUX ROAD CENTRAL,

The only Shop in Hongkong with

this name.

SEEING IS BELIEVING

And that is why the majority of the

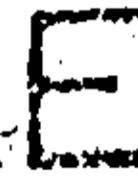
people here believe, that they can get

better fitting glasses at our place,

Intimations.

**A. S. WATSON &
CO., LTD**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.**WATSON'S**

VERY OLD LIQUOR

SCOTCH WHISKYA Blend of the Finest Pure
Malt whiskies distilled in
Scotland.**GENUINE AGE
AND
FINE MELLOW
FLAVOUR.****Robert Porter & Co.'s
BULL DOG**

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

**A. S. WATSON &
CO., LTD.**

ALEXANDRA BUILDINGS.

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.

A.B.C., 5th edition
Western Union.

BIRTH.

Wright.—March 23, at King-
ston-on-Thames, wife of A. E.
Wright, F.L.L., P.W.D., Hong-
kong, son.

DEATH.

At the ITALIAN CONVENT on
the 26th inst. at 6.30 p.m. GOLDINA
BLUMENTHAL, aged 6 months and 3
days, daughter of Mr. & Mrs. N.
BLUMENTHAL.

Hongkong, 27th April, 1911. [1085]

**THE
Hongkong Telegraph**

Hongkong, Thurs., April 27, 1911.

COMMERCE DESTROYERS.

The Imperial Maritime League, which is doing much good work in the way of drawing attention to the problem of national defence, throws light in a recent publication on a side of the Navy question that is not generally known. One of the great duties that will fall to the lot of the Navy in time of war is the protection of our sea-borne commerce, and the League declares that we are far too weak in commerce-protecting cruisers, because Germany has declared her intention to convert any of her merchantmen into ships of war.

on the high seas, whenever hostilities break out, without any notification of the vessels to be so employed. Consider for a moment what this means. British merchantmen are somewhere, not in the immediate vicinity of their own warships—let us say they are in the Indian Ocean, or the North China sea—when without a moment's warning the German vessel with whom they had but then been in friendly rivalry becomes a war vessel and captures or sinks them. A paralyzing blow might be struck to British marine trade in this way.

It means also that there are all over the seas of the world at this moment potential enemies ready to prey upon British sea-borne trade. This again means an enormous rise in the price of food in the United Kingdom, and according to the League the probability of such a rise will be vastly increased should the Declaration of London finally be ratified, for in that case all neutral vessels carrying food or other conditional contraband to our ports will be exposed on the high seas to the same risk of capture or sinking as will naturally affect British merchantmen. Starvation at home and in many Colonies would be the inevitable result.

Germany is perfectly within her rights in converting her merchantmen into ships of war, such a step will however, add enormously to the horrors of war. Our own merchantmen would be in worse case than were their predecessors in the good old days of the privateer and the pirate, while under the Declaration of London our neutrals would be so only in name, or rather in so far that they might not retaliate. The whole world would be alienated from us under such conditions, unless indeed the friendship of our allies was so strong to the effect, that they would go to war with the power that seized their ships carrying food to us. And this would be the signal for Armageddon.

**HONGKONG DAY
BY DAY.**

H. M. S. Monmouth leaves for Mirs Bay on Saturday, and on Wednesday next proceeds to Wei-hui-wei.

The King has been pleased to approve of Mr. Johan Erik Ewald Hultman as Consul-General of Sweden for the Colony of Hongkong.

Early this week, says "The States" on March 18, the silver market became very firm on buying for China and the price advanced from 24 5-10d. to 24d.

Second Lieutenant H. R. B. H. Irwin, from the unattached list of the Indian Army, has been posted to the 15th Mahratta Light Infantry, at Hongkong.

A Chinaman named Man Wah Kee was fined £50 or three months' imprisonment at Liverpool on 21st ult., for keeping a gaming house. Ten other Chinamen found on the premises when the police raided them, were bound over.

Good prices were obtained for the contents of Green Park House, the residence of Mr. Balilios, at the sale conducted by Messrs. Waring and Gillow, a total of £3,708 being realised. A gold lacquer open Japanese cabinet, decorated in numerous colour lacis and metal, fetched £200.

At the monthly meeting of the Society for the Propagation of the Gospel, held at the Society's House on 17th ult., the acting secretary, the Rev. E. P. Skotchley, reported that Bishop Montgomery was expected home after his visits to the Missions of the Far East. His speech in the Albert Hall on May 12 would be the prominent feature of the Society's anniversary.

Two cases of plague were reported during the day ending noon, 27th.

A benefit performance will be given at the Bijou Cinema Theatre to-morrow night for Miss Vera Ferraro.

The Boys' Own Club athletic sports will take place on the 24th of May, "Empire Day," at the Race Course, Happy Valley.

A motor car yesterday, about 4.5 p.m., knocked down Chinese boy in D'Aguilar Street. Fortunately the boy escaped with a few bruises.

The Bandman Opera Company, who have made a very successful stay in Hongkong, leave by the Delta for Shanghai today.

With reference to the programme of Indian reliefs, 1910-11, it is notified that the departure of the R.I.M.S. "Hardinge," from India originally arranged to take place on the 19th inst., has been postponed.

The Chinese Consul-General in Canada has taken a census of the Chinese residents in the British Dominion, and found that only 2 per cent among 25,000 Chinese are merchants and the rest labourers.

The annual race for the Brown challenge cup will take place at 3 p.m. on Saturday, April 29th. Course—from Corinthian Yacht Club to Fenwick's New Wharf. Judges:—Lieut. Paris, R.G.A., and Mr. Thornhill.

A fire broke out in No. 101 Main Street, Shaukiwan East at 6.45 yesterday morning. The Shaukiwan Brigade was immediately on the spot, and started to extinguish the fire. No. 101 was practically gutted, and No. 99 was damaged by water. The loss amounts to \$1,400.

The heavy gun from the Citadel Battery, Dover, which has at length been embarked in a barge for Woolwich. The great gun was stranded because the railway company refused to allow it to be taken across the Priory bridge, but all difficulties have at length been overcome.

The Admiralty has ordered a week's extra leave to be granted to the crew of the surveying ship "Merlin," who will be returning to England from Hongkong in the cruiser "Polaris." This concession is made in consideration of their arduous duties during their two years commission in Far Eastern waters.

The first collision on record between a submarine boat of the United States Navy and a merchant vessel occurred before day-break last week, when the submarine Shark rammed and sank the 80-ton jorcha Opon, owned by Urrutia and Company, off Cape Santiago, about 150 miles south of Manila.

An address will be presented from the Freemasons of Hongkong and South China to His Majesty King George V. on the occasion of his Coronation. Signature sheets have been sent to the several Lodges of the district already. Any Brother not on the roll should apply to Messrs. Kelly and Walsh, Ltd., or at the Masonic Hall, before Saturday.

From what can be learned it seems that the authorities are making every effort to secure the arrest and trial of the two men J. A. B. Ezra and S. Moose who are wanted in connection with the alleged opium fraud, in Shanghai. It may be remembered that a complaint was made against them of having defrauded Chinese merchants to the extent of about £16,000 by means of false delivery orders for opium, and that warrants were issued for their arrest. They are traced to Japan, and from there that they were supposed to have embarked for America. It is understood that the steamer on which they are travelling touches Honolua, and it is reported that extradition proceedings will be commenced there.

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**A BANKRUPT'S BOOKS.
SERIOUS ALLEGATIONS OF
FALSIFICATION.****CHINESE IN LIVERPOOL.
IMPORTANT STATEMENT IN
PARLIAMENT.**

The Chief Justice and a jury continued the hearing this morning of the case brought against Lam Chung. It will be remembered that he was charged on four counts of falsification of books with intent to defraud his creditors, and a fifth, that his assets did not amount to 25 per cent of his liabilities. Mr. Alabaster, acting Attorney General, prosecuted on behalf of the Crown and Mr. Potter defended.

After some interposed evidence as to the payment of \$1,000 by the International Bank, Mr. Potter continued his cross examination of Mr. Fletcher, deputy official receiver.

In reply to a question,

the witness said he thought the prisoner's cash book had been destroyed and prisoner had tried to compile another from the ledger. His reason for this was that in many instances, where the ledger was right, the cashbook was wrong. This could not have been the case if the ledger had been compiled from the cashbook in the ordinary way.

Mr. Potter—What you have said is that the prisoner has falsified his books; has created new ones in order to conceal his affairs?—I think he has.

Pause a moment. You have not charged him with making new books in order to conceal his affairs?—The official receiver has to take the course advised by the attorney general.

The Chief Justice—It is not Mr. Fletcher at all.

Mr. Potter—As a matter of fact did you not draw up the charge which was made at the police court?—I helped to draw them up.

Why did you not charge the man with faking his books?

There are a number of charges and the fifth is very comprehensive.

If he has been dishonest he will be punished for that.

You will drop the serious charge of faking books?—It was never made.

that the entry of interest in the Fuk Ling Lung account had been corrected.

Lung How Chang, a creditor, said he had examined defendant's books and found a great many mistakes and corrections. A great amount of detailed evidence regarding various entries was adduced by Mr. Alabaster.

In answer to Mr. Potter the Chief Justice intimated his intention of sitting in the case tomorrow morning.

Cross examined by Mr. Potter witness said other creditors too were willing to prosecute defendant.

Mr. Potter—Do you make alterations in your books? Yes, but not in the same way. Am I right in understanding that some one deliberately made a false entry?—Well, he altered the ledger to correspond with the cash book—Look at the cash book; you will see that the entry in the ledger does not correspond with the cash book.—Well, the only thing that does not agree is one thing says "cheque" and the other "goods."—Does the date differ? Oh, well all accounts vary more or less a few days (laughter).—In your opinion there is not much difference between the cash book and ledger?—Well, they vary a few days but not so much as in the case in question.

LOG BOOK.

A few days ago the Captain of the German steamer "Wisma," on arrival at Cochin, reported to the port officer that one of the crew, a German, fell overboard, being knocked down by a sling, and that all efforts to save him were unsuccessful, as he sank immediately after he fell. It is thought that he dashed his head against a lighter that was alongside the vessel.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 12.40 p.m.

Mahila, April 27th, 11.40 a.m. Low pressure area over northern part China sea. A typhoon may develop in it to the E.N.E. or N.E. of Paracel.

If this danger exists when the Chinese colonies are in their infancy, what may be expected when they develop?

The London Chinese quarter is small, but Liverpool's is very marked and ever increasing. In every way we are helping it along by our inactivity.

WAKE UP, ENGLAND?

It is a very striking fact that in Liverpool including Birkenhead, where the resident Chinaman number at least a thousand, and are catered for at shops run by natives—a Chinese farm has recently been established on the outskirts of the city. It is intended through this agency to supply the needs of the local colonies in the way of foodstuffs, but there is no guarantee that before long they will not be selling goods in keen opposition to local farmers.

So far the public locally is unaware of this fact, but I have no doubt it represents a big expansion of Chinese effort.

The remedy for the encroachments now being made is not an easy one, but by means of a stricter Aliens Act much can be done. At the present time a party of nineteen Chinaman can land in this country without the slightest question being asked. They may be desperate criminals that their own empire is glad to be rid of; they may be absolutely destitute—but we stand by and say, "Welcome."

The Aliens Act applies to parties of not less than twenty, and John Chinaman is quite well aware of the fact, and he takes advantage of it.

Is it not time that something was done?—"Penny Illustrated Paper," March 4.

LLOYD'S REGISTER.**VESSELS LOST IN QUARTER
ENDING DECEMBER 31.**

We have received a copy of "Lloyd's Register of British and Foreign Shipping," showing the returns of vessels totally lost, &c., during the quarter ending December 31 last.

The total number is 104, the total tonnage, 189,634. Great Britain and her Colonies had about twenty million tons.

Colonies have sprung up, businesses are being constructed on a firm foundation, and many evils have arisen, with the result that protests are numerous and public feeling outraged.

THE CHINESE AND WHITE WOMEN.

The most conspicuous evil which has arisen through the formation of these colonies is the attention which the inhabitants have paid to white women. The Chinese who are here are nearly all from the Canton province.

They are of a very low class, and cannot be called colonists in the sense we apply the description to the English, for instance, who emigrate to Canada. A Chinaman coming to this country does not bring his women folk with him; he comes here alone, simply to make money, and having done that, to go home to China, where every true Chinaman feels he ought to end his days.

The danger can be seen at once. Here is a man who has in him the ineradicable notions of his own country—nations which permit him to regard polygamy as a perfectly natural thing, and to commit flagrant immorality. Is it to be wondered that white women have for him a special fascination, and that whenever he gets the chance he will gratify every desire? In that you find the reason for his abominable conduct towards young girls. Destitute of good morals he acts shamelessly, but nearly always manages, by his natural craftiness, to avoid the consequences.

Marriages between Chinese and English women are now very common events and it is surprising to see how anxious the latter are to justify their action. It is quite true that the Chinaman as a rule treats his white wife kindly, but that is only part of his plan. What of his other wife, or wives, in China? What about the time when he returns to his own country? If he goes alone, his wife in England has no redress; if she goes with him, her eyes are soon opened and her position made apparent by his real wife. It is a striking thing, too, that once a white woman has lived with a Chinaman, she will have nothing further to do with her own countrymen.

Mining.—A large business has been done in Trongha round \$20 ex. div. Belats and Kuan-tans are wanted at quotations and a few Brusas and Brungs are on offer.

General Quotations in this section are practically unchanged with little business doing.

**SPECIAL
TELEGRAMS.****YUCHUANPU LOAN.****JAPANESE PUBLIC
EAGERLY SUBSCRIBE.**

"INDEPENDENT NEWS" AGENCY.

Tokio, April 27.

The Yokohama Specie-Bank's

loan to the Yuchuanpu, (Chinese Board of Posts and Communications), has been most successfully issued. Public applications for subscriptions are numerous and eager.

A very large amount of the loan has been subscribed by English financiers, whose applications were in hand long before the date of issue.

Of these applications five million yen has been accepted.

TRADE COMMISSIONERS.**AMERICA APPOINTS THREE
NEW OFFICIALS.**

"INDEPENDENT NEWS" AGENCY.

Tokio, April 27.

The United States has appointed three new commercial commissioners, and one of these has been despatched to Japan to study conditions governing the export trade here.

**FAR EAST NAVAL
ESTIMATES.**

Under the naval estimates for the Far East including Hongkong, the total estimate for quarters for dockyard foremen and leading men is £4,000 (reduced from £4,90

LEGISLATIVE COUNCIL.

THIS AFTERNOON
MEETING.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. His Excellency the Governor, Sir Frederick Lugard, presided. There were also present:-

Hon. Mr. C. Clementi (Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. W. Chatham, C.M.G. (Director of Public Works).

Hon. Mr. A. W. Drewin (Registrar-General).

Hon. Capt. W. Lyons (Capt. Supt of Police).

Hon. Dr. Ho Kit, M.B., C.M.G.

Hon. Mr. H. E. Pollock, K.C.

Hon. Mr. E. A. Hewett.

Hon. Mr. H. Keswick.

Hon. Mr. C. Montague Ede.

Mr. R. H. Crofton (Clerk of Councils).

The minutes of the last meeting were read and confirmed.

NEW MEMBER.

Before the business of the agenda was commenced Mr. C. Montague Ede took the oath as a member of Council in place of Hon. Mr. E. Osborne, who has left for home.

The Colonial Secretary said he requested the permission of the Council to resume the discussion of the resolution which was down in the council's orders for the day. It would be remembered that it was a recommendation that the sum of \$412,501.59 should be advanced to the railway during the current year for the construction of Kowloon-Canton railway.

He looked forward confidently to the support of hon. members to pass the resolution because it covered the cost of completion and of constructing the Fanling branch and the construction of additional rolling stock, and was a saving of \$74,560.11 on the estimate presented to the council and accepted without demur when it was brought up in April of last year. It would be unnecessary for him to refer to the remarks made at the last meeting by the hon. member who represented the Chamber of Commerce, whosaid he doubted whether there were other railways except one or two, in South America, which had cost so much money. He, the hon. member, remarked that the British section of the line was run over simple ground, and made the statement that it was not necessary for a railway of only 22 miles to have two repair workshops and two large staffs. He, the speaker, could not allow, so many mis-statements to be made without the least protest, and on the question of workshops he would draw the hon. member's attention to a letter which appeared in the "Hongkong Telegraph." After quoting the letter at some length the speaker congratulated the writer of the letter, and pointed out that it would be impracticable to transport engines and rolling stock across the harbour every time they needed repair. Choice was either to have repairing workshops of their own, or give the monopoly of repair to another firm. That they would all agree that he could hardly believe his ears when he heard the hon. gentleman speak of the kind, over which the line was laid, as simple. He would ask him to come with himself (the speaker) for a walk from Kowloon to the Louwu over the central line of the railway. He had brought with him, and laid upon the table, reports of progress and plans of the section of the railway, and he would invite their attention to them. They would then see that it was run on arduous and difficult ground, involving as it did, five tunnels, 49 bridges and culverts, many heavy cuttings and high banks running along an exposed foreshore. If these were required on simple ground he was of opinion that a railway could not be run across rugged country that could pay. His Excellency had explained in Febby 1908, and on June 19, 1910, that Mr. Bruce's figures were in no sense definite. Mr. Bruce was to decide what course the railway should take, and he decided that it should be the Beacon Hill route. There it was that his work ended. Mr. Eves in June, 1907, estimated the cost of the section at over eight million dollars, and

this was revised in 1900, and it then came to over eleven million dollars. The cost had now been finally revised and estimated at \$12,200,029. The hon. member representing the Chamber of Commerce doubted whether any railway in the world with the exception of one or two in South America had ever cost so much. He arrived at the figure by taking the revised estimate, and dividing it by 22, the length of the line in miles, giving him a cost of \$558,051 per mile. However, it must be remembered that in the cost was included the expense of a number of sidings at the terminus, besides the erection of buildings, and he did not consider it quite an adequate method of ascertaining the cost per mile. He had been informed by the manager of the Chinese section that the probable capital cost of the Chinese section, which was 80 miles long and was run through what might be called simple country, would be \$15,500,000, and therefore the cost of the whole of the line from Kowloon to Canton would then amount to \$27,730,929 for one hundred and eleven miles, or an average cost of \$250,442 per mile—by no means an incredible sum. Finally the speaker said he had consulted Mr. Lindsey who had given him the following figures and comments:-Cost of the Beacon Hill line \$455.29 per foot, moderate; average cost of the other four double line tracks, \$170.74 per foot, very cheap; cost of reclamation 60 cents, also very cheap.

Mr. Hewett said he understood that in the main they had been mostly carrying on something, but in view of the importance of that question four unofficial members met on the subject. They had discussed the question very fully in view of the statements that had been put before them by the present engineer. He now spoke on behalf of these members, and it was their opinion that it was not necessary for the railway of the length of the Kowloon-Canton railway to have complete workshops. They had another discussion the other day and they still maintained that. They were prepared to admit that it may be necessary to have some workshops, but not complete workshops. At one time the estimate was 9,000,000 dollars, the estimate now stood at 12,300,000 dollars and even that did not include the cost of the Kowloon railway station. That sum would have been still further increased by a quarter of a million dollars had it not been for a very lucky chance the Government got of keeping down that sum. Another point which he agreed upon was that the expense of the railway had very largely exceeded the estimate which was a carefully prepared and a most reliable one. They came to consider that the mistake was made by His Excellency's predecessor, for which His Excellency nor any other official was responsible. It was a mistake that the contract was not put out in the first place to some reliable railway contractors. It is quite possible, and he was quite prepared to admit and believe, that if an inquiry had been made the estimate put forward may not have been so large. If the railway had been constructed by a proper company, rather than by every day work—departmental work—they would have got their railway much quicker and at less cost. Another difficulty admitted by His Excellency's predecessor was that the construction of a railway of that sort was difficult of supervision. For those reasons the unofficial members still seemed to consider that it would have been better had the work been carried out by contract. Another question. Over and above the cost of the railway which now would cost over 12,000,000 dollars, this sum excluded the cost of the terminal station, and a sum of 7-12 lacs had also been incurred by the ratepayers for land, which at the moment was not required, and that possibly of the 30 or 40 acres of land resumed by the Government a good deal may have to be disposed of later on. That was one of the reasons why his colleagues agreed with him in the objection to the manner in which expenditure on the railway had been piled up, and they considered the Government had invested an undue amount of money for resuming land, purchasing land, which now they did

not want, and in retaining an undue area. Ratepayers' money had been sunk in the land, and later on as His Excellency pointed out last Thursday, that it was not unreasonable to suppose that the government would do their best in order to get the best profit. What use would the land be put to? The bulk of the land, he took it, could only be used for wharves and godowns. His Excellency had most carefully pointed out that it was the last wish he had in his mind to compete with existing interests, such as Holt's Wharves, the Kowloon Wharf and Godown Company, the Star Ferry Company, which had all gone to build up that section of buildings, and he did not consider it quite an adequate method of ascertaining the cost per mile. He had been informed by the manager of the Chinese section that the probable capital cost of the Chinese section, which was 80 miles long and was run through what might be called simple country, would be \$15,500,000, and therefore the cost of the whole of the line from Kowloon to Canton would then amount to \$27,730,929 for one hundred and eleven miles, or an average cost of \$250,442 per mile—by no means an incredible sum. Finally the speaker said he had consulted Mr. Lindsey who had given him the following figures and comments:-Cost of the Beacon Hill line \$455.29 per foot, moderate; average cost of the other four double line tracks, \$170.74 per foot, very cheap; cost of reclamation 60 cents, also very cheap.

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Mr. Hewett said he understood that in the main they had been mostly carrying on something, but in view of the importance of that question four unofficial members met on the subject. They had discussed the question very fully in view of the statements that had been put before them by the present engineer. He now spoke on behalf of these members, and it was their opinion that it was not necessary for the railway of the length of the Kowloon-Canton railway to have complete workshops. They had another discussion the other day and they still maintained that. They were prepared to admit that it may be necessary to have some workshops, but not complete workshops. At one time the estimate was 9,000,000 dollars, the estimate now stood at 12,300,000 dollars and even that did not include the cost of the Kowloon railway station. That sum would have been still further increased by a quarter of a million dollars had it not been for a very lucky chance the Government got of keeping down that sum. Another point which he agreed upon was that the expense of the railway had very largely exceeded the estimate which was a carefully prepared and a most reliable one. They came to consider that the mistake was made by His Excellency's predecessor, for which His Excellency nor any other official was responsible. It was a mistake that the contract was not put out in the first place to some reliable railway contractors. It is quite possible, and he was quite prepared to admit and believe, that if an inquiry had been made the estimate put forward may not have been so large. If the railway had been constructed by a proper company, rather than by every day work—departmental work—they would have got their railway much quicker and at less cost. Another difficulty admitted by His Excellency's predecessor was that the construction of a railway of that sort was difficult of supervision. For those reasons the unofficial members still seemed to consider that it would have been better had the work been carried out by contract. Another question. Over and above the cost of the railway which now would cost over 12,000,000 dollars, this sum excluded the cost of the terminal station, and a sum of 7-12 lacs had also been incurred by the ratepayers for land, which at the moment was not required, and that possibly of the 30 or 40 acres of land resumed by the Government a good deal may have to be disposed of later on. That was one of the reasons why his colleagues agreed with him in the objection to the manner in which expenditure on the railway had been piled up, and they considered the Government had invested an undue amount of money for resuming land, purchasing land, which now they did

not want, and in retaining an undue area. Ratepayers' money had been sunk in the land, and later on as His Excellency pointed out last Thursday, that it was not unreasonable to suppose that the government would do their best in order to get the best profit. What use would the land be put to? The bulk of the land, he took it, could only be used for wharves and godowns. His Excellency had most carefully pointed out that it was the last wish he had in his mind to compete with existing interests, such as Holt's Wharves, the Kowloon Wharf and Godown Company, the Star Ferry Company, which had all gone to build up that section of buildings, and he did not consider it quite an adequate method of ascertaining the cost per mile. He had been informed by the manager of the Chinese section that the probable capital cost of the Chinese section, which was 80 miles long and was run through what might be called simple country, would be \$15,500,000, and therefore the cost of the whole of the line from Kowloon to Canton would then amount to \$27,730,929 for one hundred and eleven miles, or an average cost of \$250,442 per mile—by no means an incredible sum. Finally the speaker said he had consulted Mr. Lindsey who had given him the following figures and comments:-Cost of the Beacon Hill line \$455.29 per foot, moderate; average cost of the other four double line tracks, \$170.74 per foot, very cheap; cost of reclamation 60 cents, also very cheap.

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The result of the census for the city for the Argentine Government has been launched at Birkenhead. If we hadn't seen this by a lucky chance, in the "Bradford Daily Argus" we should never have known.

LICENSEE IN TROUBLE.

POLICE PROSECUTION.

The charge against William Krater, of the "Rose, Shamrock, and Thistle," was again heard this morning before Mr. E. R. Halifax, for unlawfully permitting a woman to entertain customers, by playing a piano in the room on the evening of the 17th inst.

Mr. P. P. J. Weddhouse prosecuted, while Mr. J. H. Gardiner appeared on behalf of the defendant.

Jose Souza, a pianist, said that on the 28th ult. he was asked by a friend who was going away to play, on three days, including the day in question, at the "Rose, Shamrock and Thistle." He played there on the 17th ult. from six to 11.30 p.m. during which time he only lost for a few minutes. No child or woman, so far as he saw, played the piano on the evening in question.

The magistrate—How were you dressed that night?—In white jacket and black trousers.

How long were you away from the piano that night?—Only two or three times.

How long were you away?—About two or three minutes.

Witness added that he only played the instrument intermittently. Mr. Gardiner—Was there any other male pianist there that night save yourself?—No.

Did any soldiers sing that night?—No, some soldiers came and talked to me.

Were there soldiers in the bar last night?—Yes.

Private Stanton, K.O.Y.L.I., said that on the day in question he was in the defendant's house, going there at about 7.20 p.m. and leaving at 11.30 p.m. He remained in the house the whole time and on no occasion did any girl or woman play the piano. That was done throughout the evening by the previous witness. He did not see the defendant's little girl the whole evening.

The magistrate—Do you go there regularly?—Two or three times a week.

Was there any singing that night?—There was not.

They say that a soldier sang to the defendant's daughter's accompaniment. Is that wrong?—That is.

Do you remember how the pianist was dressed?—In a white smock dress. I did not notice his trousers.

What makes you remember that night, was there any difference at all?—None.

There was a new pianist?—Yes that was the only difference.

Samuel Rose, Queen's Road E., store-keeper for the C.P.R. gave evidence to the effect that while he was there two or three soldiers were singing. He was absolutely sure that there was no woman or girl playing the piano.

The magistrate—What coloured coat had the pianist on?—A black one.

Are you sure of that?—Well it was dark; it might have been blue.

It was not white?—No.

Mr. Gardiner thought that, in view of the evidence that had been put forward by the defence, the case should be dismissed.

Deputy Supt. Weddhouse asked that he might be allowed to bring evidence to rebut it.

The magistrate—That is not necessary. I am perfectly satisfied I must convict. You will be fined \$25.

LATE SHIPPING NEWS.

ARRIVED.

Singking, Br. s.s., 987, Matthias, 27th April—Haiphong 24th April, Gen.—B. & S.

Canada Mar., Jap. s.s., 8,750, K. Horii, 27th April—Nagasaki 28th April, Gen.—O. S. K.

PASSENGERS DEPARTED.

Per Koga Maru, for Japan on the 27th April:—

Asai, Matsuda, Shimura, Miss Egan, Mrs. Mar. Tochikawa, Fukui, Walker, Mr. & Mrs. & child, Ikekeda, Capt. Iwamoto, Miss Webb, Mrs. and Moyer, J. A. child,

Today's
Advertisement

IN THE MATTER OF HERBERT WILLIAM KENNY, DECEASED.

NOTICE is hereby given that authority has been granted by His Britannic Majesty's Supreme Court for China and Corea to JAMES WILLIAM JAMIESON Esq., C.M.G., H.B.M.'s Consul-General at Canton to administer the estate of the above-named deceased who died at Hongkong on March the 11th, 1911.

All persons having claims against the said estate are hereby required to send particulars of such claims to the Undersigned on or before the 10th day of June, 1911, after which date the assets will be distributed having regard only to debts of which notice shall then have been given and NOTICE is hereby given that all persons indebted to the said estate are required to make immediate payment to the Undersigned.

J. W. JAMIESON,
H.B.M.'s Consul-General.
Hongkong, 27th April, 1911. [1088]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING."

Captain E. P. Smith, will be despatched for the above ports on WEDNESDAY, the 5th Inst., at 1 p.m.

For Freight or Passage, apply to

DAVID SASOON & Co., Ltd., Agents.

Hongkong, 27th April, 1911. [1088]

HEUNGCHOW.

A GROWING CHINESE PORT.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have on the 11th day of April, 1911, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The Label consists of a square panel at the foot of which is an inset of peculiar design, in which is shown a floral design. In the body of the square panel is shown a square inset in which is depicted a cloud effect, over which the Japanese Characters 大御代, are printed, translated as "OHMIYO."

Along the top of the large panel birds flying are shown, and on the left side the Company's name is printed in Chinese Characters, thus 英國卷煙草株式會社

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants for the following goods, Manufactured Tobacco in class 46.

About a year ago the Viceroy petitioned the Central Government asking that it may be made an open port and a free port, the design being to build it up on the basis of trade freedom like that enjoyed in Hongkong.

The magistrate—That is not necessary. I am perfectly satisfied I must convict. You will be fined \$25.

The magistrate—That is not necessary. I am perfectly satisfied I must convict. You will be fined \$25.

The magistrate—That is not necessary. I am perfectly satisfied I must convict. You will be fined

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Projected Sailings from Hongkong and Quebec, &c. (Subject to Alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong

"EMPEROR OF INDIA" ... Sat., April 29. "ALLAN LINER" Fri., May 26.
"EMPEROR OF JAPAN" ... Sat., May 20. "EMPEROR OF BRITAIN" Fri., June 16.
"EMPEROR OF CHINA" ... Sat., June 10. "ALLAN LINER" Fri., July 7.
"MONTEAGLE" Wed., June 28.
"EMPEROR OF INDIA" ... Sat., July 1. "EMPEROR OF IRELAND" Fri., July 28.
"EMPEROR OF JAPAN" ... Sat., July 22. "ALLAN LINER" Fri., Aug. 18.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,600 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meule and Barth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate, on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ... £13 Via New York ... £15.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,

Corporation Building and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).
For Steamship On

S'PORE, SAMARANG } SUISANG Saturday, 25th Apr., Noon.
& SURABAYA YUENANG Saturday, 25th Apr., 2 p.m.
MANILA YUENANG Saturday, 25th Apr., 2 p.m.
SHANGHAI, KOBE, & KUTSANG Friday, 5th May, Noon
MOJI TIENTSIN CHOENGSHING Saturday, 6th May, Noon.
MANILA LOONGSANG Saturday, 6th May, 2 p.m.
SINGAPORE, PENANG & CALCUTTA NAMSANG Monday, 8th May, Noon.
SANDAKAN MAUSANG Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kutsang," "Namsang" and "Fookang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chufoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpona, Tawau, Usukan, Jesselton & Lahuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 216. General Managers.

Hongkong, 26th April, 1911.

[8]

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER and SEATTLE via
SHANGHAI and JAPANESE PORTS

Steamer	Tons	Captain	On or about
"SUVERIO"	6,292 ...	F. S. Cowley..	4th May
"KUMERIC"	6,252 ...	G. B. McGill..	30th May
"LUCERIC"	6,400 ...	J. Mathie.....	30th June

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Commerce Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Luceric" and "Oterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 18th April, 1911.

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JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer SHANGHAI, 2nd half Apr., JAVA 2nd half April
Tjitaroem JAVA 2nd half Apr., JAPAN 2nd half April
Tjipanas JAVA 2nd half Apr., JAVA 2nd half April
Tjilatjap JAVA 1st half May, JAVA 1st half May
Tibodas JAPAN 1st half May, JAVA 1st half May
Tjilowong JAVA 1st half May, SHANGHAI 1st half May
Tjimahi JAVA 1st half May, JAVA 2nd half May
Tjikini JAVA 2nd half May, JAPAN 2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Buildings.

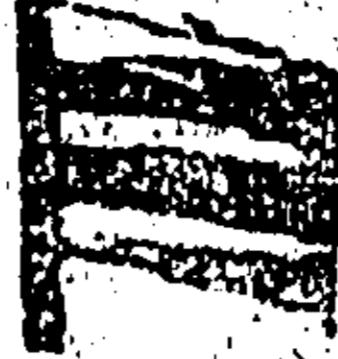
Telephone No. 876

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Shipping—Steamers

NISSON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLE, AKI MARU,	WEDNESDAY, 10th
LONDON AND ANTWERP VIA MISHIMA MARU,	WEDNESDAY, 24th
PENANG, GO. KAGA MARU,	WEDNESDAY, 7th
PORT SAID...	May, at Daylight.
VICTORIA, B.C., & SEATTLE via 5 KAMAKURA MARU,	SATURDAY, 20th
SHANGHAI, Capt. Itaya, Tons 7,000	May, from KOBE
MOJI, KOBE, INABA MARU,	TUESDAY, 20th June, at 4 p.m.
YOKOYAMA, Capt. S. Tomonaga, Tons 7,000	20th June, at 4 p.m.

SYDNEY & MELBOURNE, via 1 AWA MARU,	TUESDAY,
SHANGHAI, Capt. Itaya, Tons 7,000	23rd May, at 4 p.m.
MOJI, KOBE, INABA MARU,	TUESDAY,
YOKOYAMA, Capt. S. Tomonaga, Tons 7,000	20th June, at 4 p.m.

SYDNEY & MELBOURNE, via 1 KUMANO MARU,	FRIDAY,
MANILA, TUESDAY,	12th May, at Noon.
YAWATA MARU,	FRIDAY,
TOWNSVILLE, Capt. J. Nagao, Tons, 5,000	9th June, at Noon.
BRISBANE.....	

SIHANGHAI, 1 HAKATA MARU, Capt. A. Mocker, Tons 7,000	WEDNESDAY, 10th May.
NAGASAKI, KOBE & YOKOYAMA, YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at noon.
KOBE and YOKOYAMA, KAGA MARU, Capt. M. Nagino, Tons 7,000	THURSDAY, 27th April, at 11 a.m.
BOMBAY, &c. 1 BINGO MARU, Capt. E. J. G. Parsons, Tons 7,000	TUESDAY, 2nd May.
1 Fitted with new system of wireless telegraphy.	Cargo only.
* Carries deck passengers. Calling at Keelung and Shimizu.	

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

RATES OF PASSAGE

Steamer	Tons	Leave Hongkong	To London, per New Steamer
Aki	7,000	10th May	1st class Single... £5.00 2nd class Single... £2.50 Return... 825
Mishima	9,000	24th	Return... 640 Old Str. 1st class Single 500
			2nd class Single 310
			Return 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

RATES OF PASSAGE

Steamer	Tons	Leave Hongkong	To Pacific Coast Common Points
Awa	7,000	23rd May	1st class Single... £3.00 2nd class Single... £1.50
Inaba	7,000	20th June	To London via New York 1st class Single... £6.00 via St. Lawrence 1st class Single... £5.00

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to

T. KUSUMOTO, Manager.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrt Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marselles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hong

SLAUGHTER OF CATTLE.

RINDERPEST IN THE PHILIPPINES.

It is reported that a drastic campaign, so swooping in nature that it will completely wipe out all traces of the rinderpest which has been devastating several Luzon provinces, has been decided upon by the Governor General of the Philippines.

Briefly summarized, the plan is to quarantine all cattle which have had a possible chance of infection with the disease and when infection is once proved, cattle will be slaughtered at once and the owners compensated for the loss.

The value of the slaughtered cattle will be appraised by a board composed of American and Filipino officials.

The work of extermination of cattle which show infection will begin in Iloilo and Bulacan provinces and the corps of veterinarian will move up through Pampanga, Zambales and Nueva Ecija into Pangasinan and La Union, which have both suffered extensively from the ravages of the disease.

This plan was tried in La Union and contrary to general expectation met with approval throughout the province, the Filipino officials being especially cordial in their reception of it. A telegram received from the governor of La Union brought a request for a wider authority to slay all infected cattle. Governor Montinola of Iloilo province has wired a similar request.

CLEVELAND DUE NEXT DECEMBER.

As stated some time ago, two round-the-world tours are being arranged by the Hamburg-American line to be taken by the steamer Cleveland, and further details are now available. The first of the tours, which will be eastward, the second being westward, will begin on November 1 next, and will occupy exactly 110 days, of which 17 will be spent in India and 14 in Japan. Starting from New York, the following places will be visited: Madeira, Spain, Italy, Egypt, India, Ceylon, Burma, the Malay Peninsula, Java, the Philippine Islands, China, Japan, the Sandwich Islands, including an overland American tour. The party will be in Colombo on December 7 and will leave on December 9. The second voyage will start from San Francisco on February 17, 1912, and arrive in Colombo on April 25 of the same year, and after two days stay there, the Cleveland will leave for Bombay.

It has been decided to take on only 500 passengers as it has been found that more than this number will interfere with the comfort the organizers wish to give their passengers.

OUR DIARY.

Thursday, 27th April.
Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.

Friday, 28th April.
Stockbrokers' Association's Setting Day for April.

Philharmonic Concert 9.15 p.m.
Lady Lurgard At Home.

Saturday, 29th April.
Departure of Coronation Contingent.

Entries close for Lawn Bowls Open Singles Championship.
Hongkong Football Club Annual Dinner.

H. Price and Company, Ltd., Annual Meeting, 12.30 p.m.

Corinthian Yacht Club Yachting, 5 p.m.

Entries close for Lawn Bowls Open Singles Championship.

Mondays, 1st May.
Shanghai Spring Race Meet-

Tuesday, 2nd May.
Organ Recital at St. John's Cathedral.

Shipping—Steamer.



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship.

"ASSAYE".

Captain G. W. Cookman, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 29th April, 1911, at Noon, taking passengers and cargo in connection with the Company's s.s. "Mora," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 3rd June, 1911.

Packets will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 18th April, 1911.

Regular Steamship Service to New York, via POLETS and SUEZ CANAL (With liberty to call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MONTROSE" ... About 4th May.

FOR BOSTON and NEW YORK.

S.S. "MUNCASTER" (About 11th CASTLE" ... May.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 26th April, 1911. [108]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship.

"AFGHAN PRINCE."

Captain Thomas, will be despatched for the above port on or about the 18th May.

For Freight and Passage, apply to ARNHOLD, KARBERG & Co., General Agents.

Hongkong, 18th April, 1911. [1061]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM & ANTWERP.

THE Steamship.

"FLINTSHIRE."

Captain G. C. Cundy, will be despatched as above about 12th prox.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, 24th April, 1911. [1073]

LEE YEE

HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES AND
TOILET REQUISITES
FOR SALE.

18, D'AGUILAR STREET, HONGKONG.

MAN CHEONG,
12, WELLINGTON STREET CENTRAL,
HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies'

TAILORS & OUTFITTERS.

Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Laces, &c., &c.

Hongkong, 28th January, 1911. [855]

CLOUET CHAMPAGNE EXTRA DRY.

24 pints at \$22.50.

FRENCH STORE,

Queen's Road.

Agents.

Hongkong, 10th Mar., 1911. [1083]

Consignees

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONO-

LULU and JAPAN PORTS.

THE Steamship

"AMERICA MARU."

The above named steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on SATURDAY, 29th April, at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, 4th May, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or go down and examination of same to be arranged.

All claims must be filed on or before May 10th, 1911, otherwise they will not be recognized.

K. MATSDA,
Agent.

Hongkong, 26th April, 1911. [1083]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN"

FROM GLASGOW, LIVER-

POOL AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 26th April, 1911. [108]

DODWELL & CO., LTD., Agents.

Hongkong, 20th April, 1911. [1050]

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamerip.

"KAGA MARU,"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods have been landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd May, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 26th April, 1911. [1056]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 28th inst. will be landed at consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 10th Apr., 1911. [1083]

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

Frid. 28th.

BENEFIT FOR MISS VERA FERRACE,

ALL SEATS \$1.

Lessee and Manager: R. H. STEPHENSON.

CAPSTAN MIXTURE

MEDIUM

&

FULL

In 1/4 lb.

Air Tight

Tins.

TRADE

MARK

CLARK & CO.

THE BERNESE ALPS MILK CO.

STALDON EMMENTHEL, SWITZERLAND.

"NO. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & CHINA.

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COMMERCIAL

EXCHANGE

Selling.

London—Bank T.T.	10/10
Do. Demand	1/10 10/10
Do. 4 months' sight	1/10 10/10
France—Bank T.T.	2.00
America—Bank T.T.	2.44
Germany—Bank T.T.	1.86
India T.T.	1.86
Do. Demand	1.86
Shanghai—Bank T.T.	.74
Sing.—Bank T.T. per H.K.	100 78
Japan—Bank T.T.	.99
Java—Bank T.T.	10/10
Buying.	
4 months' sight L/C	1/10 10/10
6 months' sight L/C	1/10 10/10
80 days' sight San Foo & N. York	46
4 months' sight do	10/10
50 days' sight Sydney & Mel-	bourns
4 months' sight France	2.86
6 months' sight do	2.87
4 months' sight Germany	1.91
Bar Silver	24 13/10
Bank of England rate	3 %
Sovereign	\$10.83

SHIPPING NEWS.

MAIL DUE.

Gor. (Prinz Sigismund) 30th inst.
German (Buelow) 4th prox.
American (Persia) 10th prox.
American (Korea) 19th prox.

The H.A.L. s.s. Bolgrave left Hankow on 27th inst., a.m., and may be expected here on 3rd prox., a.m.

The C.P.R. Co.'s.s. Montecagle arrived at Kobe at 6.30 a.m., on 25th inst., and left again at 7 p.m., same day for Yokohama, where she is due to arrive at noon, on 26th inst.

ARRIVALS.

Daijin Maru, Jap.s.s., 893, Y. Yamamoto, 26th April—Swatow 25th April Gen.—O. S. K.

Shinsyu Maru, Jap.s.s., 2,449, T. Okuma, 26th April—Mikawa 26th April, Coal.—M. B. K.

Delta, Br. s.s., 4,710, E. P. Martin, 27th April—Bomby 12th April, Mail and Gen.—P. & O. S. N. Co.

Holene, Gor. s.s., 771, H. Bendixen, 27th April—Swatow 26th April, Gen.—J. & Co.

Seungambia, Br. s.s., 3,780, H. Eckhorn, 27th April—Teing-tan 22nd April, Gen.—H. A. L. L.

Zaffiro, Am. s.s., 1,269, M. C. Smith, 27th April—Manila 24th April, Gen.—S. T. & Co.

Kaisoku Maru, Jap. s.s., 1,003, S. Suda, 27th April—Moj 21st April, Coal.—B. & Co.

Chenan, Br. s.s., 1,350, W. L. Jones, 27th April—Shanghai 21st April, Gen.—C. M. S. N. Co.

Kwangtung, Chi. s.s., 1,536, C. Stewart, 27th April—Canton 26th April, Gen.—C. M. S. N. Co.

Livingstonia, Br. s.s., 2,704, W. B. Webb, 27th April—from Cardiff Coal.—D. & Co.

Kohsichang, Ger. s.s., 1,292, Rosifky, 27th April—Bangkok 20th April, Rice—B. & S.

Glenogle, Br. s.s., 2,899, O. O. H. Paddle, 27th April—Rangoon

23rd April, Gen.—S. T. Hong.

CLEARANCES AT THE HARBOUR OFFICE.

Peking, for Shanghai.

Anhui, for Shanghai.

Delta, for Shanghai.

Kaga-mari, for Kobe.

Senegambia, for Hamburg.

Chenan, for Canton.

Holeuo, for Touloue.

DEPARTURES.

April 27.

Australia, for Shanghai.

Pathan, for Shanghai.

Carl Diederichsen, for Canton.

Kaga-naru, for Yokohama.

Anhui, for Shanghai.

Lyecuon, for Saigon.

Peking, for Kobe.

Bengalor, for Bangkok.

PASSENGERS ARRIVED.

Per Kaga Maru, arrived on 26th April from Singapore.

Bourchier, Mrs. Heek, J. F. E. A. Jenkins, Miss.

Barnett, Rev. & Kamiya, M.

Mrs. C. R. Lawrence, Miss.

Barnett, Dr. W. F. C. & Law- F. rance.

Campbell, I. Messel, Mr. and

Dalyrymple, Mrs. Mrs.

S. Dalyrymple, Miss

C. F. Pano, Dr.

Frunagalli, C. Rucker, W. M.

Fukui, K. Shirashi, M.

Fraser, Miss Wolf, F.

Per Delta, arrived on 27th April from London, &c.

Anderson, J. W. Lim, W. K.

Arloury, C. F. Macdonald, F.

Appet, E. O. Meeko,

Bapt, E. V. Rowell, Mr. &

Cable, Le and Mrs.

family Richards, Rev.

Dodd, Mr. and R.

Mrs. Russell, G.

Ferdinand, J. Rainer, J. W.

Graham, Stricker, A.

Homazu, Mr. & Schultz, Dr.

Mrs. Swamie, T. K.

Hogg, Capt. E. Schultz, Dr.

Hudson, P. Tong F. K.

Trotman, nativeservants

Willcock, A.

Hector, J. Wallace, F.

Kont, G. H. Williams, Miss

Kaufmann, J. M.

Kroff, Miss Whitaker, Mr.

Lobkowsky, Mrs. & family

Prince Ford.

PASSAGERS DEPARTED.

For Australia, for Japan, &c.

on 27th April:

Ango, Mr. Jensen, Kinsey, Mrs.

Bley, Mrs. Lambrechts, A.

Broc le Vicomte Lanhard,

do, Laong,

Buckley, Miss Leibevre,

Chan Ping Mendigel, Mr.

Choung, Minor,

Chun Sang, Muller, Mr. and

Chung Sik Chi, Moore, Miss

Cuve, Mrs. Morgan, Mrs.

Dionisi, Nave, Mrs. R.

Dupuy, Mrs. A.

Eichmede, Popoff,

Fitzhugh, Capt. Rist,

Fournier, Mr. & Stramezz,

Mrs. Stuart, Mrs.

Gagliotti, Stevens, Miss I.

Gibson, Miss Souza, A.

Goubier, Mr. & Tsang Yan,

Mrs. & 1 baby

Hallwood, Mr. Wong Kai-

and Mrs. L. Iacon, Mr. and

Mrs. Hossel, Mr. and Wood, A.

Mrs. & child

POST OFFICE.

The s.s. Kwangtung carrying the Siberian Mail having been in collision has returned to Shanghai and the Mail has been transferred to the P. & O. Assays due tomorrow.

The Mail of the 21st April on the wrecked P. M. s.s. Asia has been transferred to the s.s. Shaoxing for conveyance to Shanghai. The Siberian Mail will be believed in time to be forwarded in the Mail closed at Shanghai to-day.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

A Mail will close for:

Hoihow, Touloue and Quinhon—Per

Holene, 28th April, 8 A.M.

Swatow, Amoy and Foochow—Per

Haiching, 28th April, 10 A.M.

Sourabaya—Per Tjitaroom, 28th April, 11 A.M.

Macao—Per Sui Tai, 28th April, 1.15 P.M.

Tsingtao, Chefoo and Newchwang—Per

Manilao, 28th April, 2 P.M.

Kohsichang, Ger. s.s., 1,292, Rosifky, 27th April—Bangkok 20th April, Rice—B. & S.

Glenogle, Br. s.s., 2,899, O. O. H. Paddle, 27th April—Rangoon

23rd April, Gen.—S. T. Hong.

SHIPS PASSED THE CANAL.

21st April—Kouang Si, Antenor,

Canton, Ernest Simons, Poona, 25th April—Ambrilia, Pak Ling, Satsuma,

Bonloli, Poole, Sambia, Soyo Maru,

Christian Nebo, Gnoisneau, Noekar,

Signal, Ger. s.s., 307, T. Ivensen,

22nd April—Haiphong 20th April, Rice and Gen.—J. & Co.

Quarta, Gor. s.s., 1,146, Danielson, 26th April—Canton, 25th April, Ballast—S. W. & Co.

Sexta, Gor. s.s., 992, N. Jensen, 25th April—Bangkok 17th April, Gen.—Chinese.

Triumph, Gor. s.s., 719, Jacobson, 24th April—Singapore 14th April, Timber—J. & Co.

Landrat Schiff, Gor. s.s., 1,015, A. Struve, 24th April—Bangkok 16th April, Rice and Gen.—Hardwood, S. & Co.

Lightning, Br. s.s., 2,122, E. P. Smith, 26th April—Calcutta, 9th April, Gen.—S. & Co.

Marie, Gor. s.s., 1,300, P. E. Christian, 26th April—Saigon 20th April, Rice and Gen.—J. & Co.

Mongolia, Am. s.s., 8,750, Henry E. Morton, 22nd April—San Francisco 21st Mar. Mail and Gen.—P. M. Co.

Quarta, Gor. s.s., 1,146, Danielson, 26th April—Canton, 25th April, Ballast—S. W. & Co.

Sexta, Gor. s.s., 992, N. Jensen, 25th April—Bangkok 17th April, Gen.—Chinese.

Signal, Ger. s.s., 307, T. Ivensen, 22nd April—Haiphong 20th April, Rice and Gen.—J. & Co.

Drake, J. R. 21st April—Canton, 22nd April—Takao 18th April, Gen.—J. C. L. & Co.

Tjimahi, Dutch s.s., 4,218, J. P. Schalke, 1st April—Moj 28th Mar., Coal.—J. C. L. & Co.</